

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) Support frame for automobile vehicle sunroofs, comprising a front element (1) ~~and longitudinal elements (2) implemented in one piece together with and a reinforcing crosspiece (3) constituting all together a single piece,~~ in which a slide (16) runs along each of the two longitudinal elements, said slide being pulled by a tow element, and which is characterized in that:

the support frame is a single piece implemented by injection of fused material in closed mould, which material can be a thermoplastic, a light alloy, or any other structural material capable of being conformed with this procedure, U-shaped, consisting of a said front element (1), and two said longitudinal elements (2);

a channel (10) for guiding the tow element, which carries the slide (16) and for the sliding of ~~link-links~~ (23) with the tow element in the ~~actual~~ slide, which is carried out along the two longitudinal elements (2) of the support frame, and wherein the channel comprises aligned downwardly convex semi-cylindrical areas regularly separated by gaps and in opposition cylindrical areas upwardly convex placed in discontinuous arrangement and located ~~in the vertical of above~~ the gaps (11).

an area above the channel (10) cited wherein the pulled slide (16) is seated, which has predominantly vertical walls (15, 17) which laterally control possible displacements of said slide in the horizontal plane.

2. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the opposing cylindrical upwardly convex areas (9) are in quarter

cylinder form which are located above gaps (11) and are convex toward the upper face, and together with the downwardly convex semi-cylindrical areas constitute a tubular housing with a longitudinally open window through which can run the links (23) of the ~~actual~~ slide with its lower end (13) secured to the driving element, the tow element.

3. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the ~~opposed~~-cylindrical upwardly convex areas are ~~confronting~~ opposite arches (27), left and right which leave a top space between them ~~so that the part of the slide which is joined to the tow element can pass~~, and the aligned downwardly convex semi-cylindrical areas regularly are separated by gaps (28) whose ~~horizontal projection top view~~ coincides with the ~~horizontal projection top view~~ of the inner faces of said ~~confronting opposite~~ arches (27), the number of gaps being the same as that of the arches.

4. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that in ~~a lateral portion~~ transverse ribs (26) of each longitudinal element, adjoining the area of housing and guiding the pertinent pulled slide, three longitudinal recesses are defined, one recess for guidance (19) to receive ~~the end of~~ a flange bent back on itself (18) of the slide (16), another recess (20) for the guidance of the moveable panel and a third (21) for the securing of a joint which finishes the edges of ~~the~~ a trim and of ~~the~~ a window top.

5. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that it consists of another pair of channels (6) for guiding the tow element excess, and which are constituted by two rows of alternating projections of semi-cylindrical section (7, 8) with free spaces and confronting each other in the free spaces.

6. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that it comprises a drip rail ~~area~~ (12) made in each longitudinal element (2) in longitudinal form.

7. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the anchorage points and supports on the bodywork of the vehicle are integrated in the same body.

8. (Currently Amended) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that the front element (1) of the frame also includes ~~a~~ the drip rail (12) connected to that of the ~~lateral~~ longitudinal elements and to the means used to drain the water.

9. (Original) Support frame for automobile vehicle sunroofs, according to claim 1, characterized in that in the front element (1) of the frame, channels (6) are incorporated to guide the tow element implemented as a continuation of those of the longitudinal elements, as well as various anchorage areas and supports, and an area (22) for mounting a motor.

Claim 10. (Canceled).

Claim 11. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 4, characterized in that it consists of another pair of channels (6) for guiding the tow element excess, and which are constituted by two rows of alternating projections of semi-cylindrical section (7, 8) with free spaces and confronting each other in the free spaces.

Claim 12. (Previously Presented) Support frame for automobile vehicle sunroofs, according to claim 4, characterized in that the front element (1) of the frame also includes a drip rail (12) connected to that of the lateral longitudinal elements and to the means used to drain the water.

Claim 13 (Previously Presented). A support frame for automobile vehicle sunroofs, comprising:

a front element (1);

a reinforcing crosspiece (3);

two longitudinal elements (2), wherein a slide (16) runs along each of the two longitudinal elements, said slide being pulled by a tow element;

a plurality of downwardly convex semi-cylindrical protrusions aligned downwardly and separated by gaps;

a plurality of upwardly convex cylindrical protrusions placed in discontinuous arrangement and located such that they protrude over said gaps, the plurality of downwardly and

upwardly convex protrusion forming a channel (10) for guiding the tow element, which carries the slide (16) and for the sliding of a link (23) with the tow element during an actual slide, which is carried out along the two longitudinal elements (2) of the support frame; and

an area above the channel (10) cited wherein the pulled slide (16) is seated, which has predominantly vertical walls (15, 17) which laterally control possible displacements of said slide in the horizontal plane; and

wherein the support frame is a single U-shaped piece implemented by injection of fused material in a closed mould.